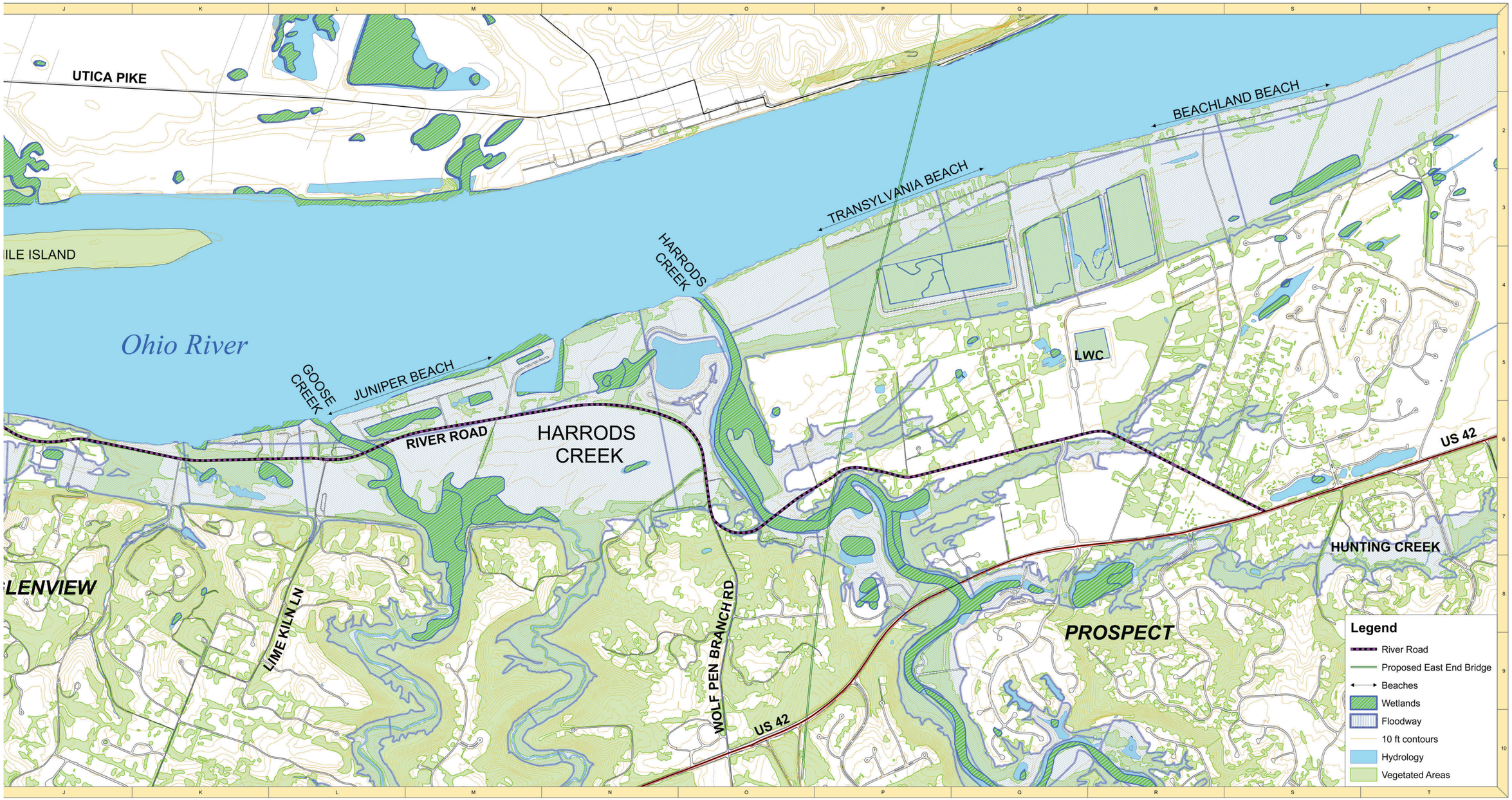
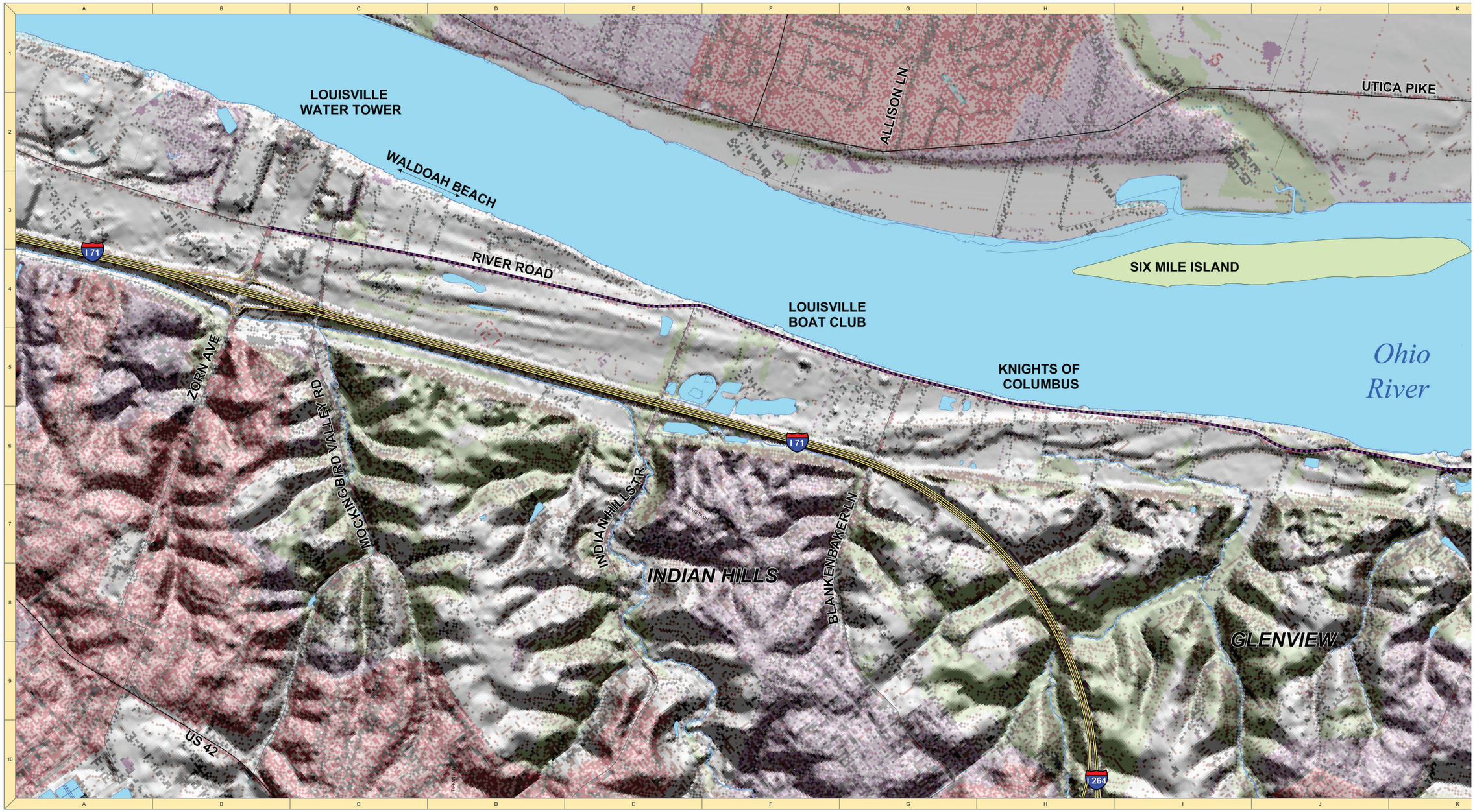


Natural Resources Map



May 2009

River Road Corridor Scenic Byway Management Plan

0 300 600 1,200 1,800 2,400 3,000 3,600 4,200 Feet

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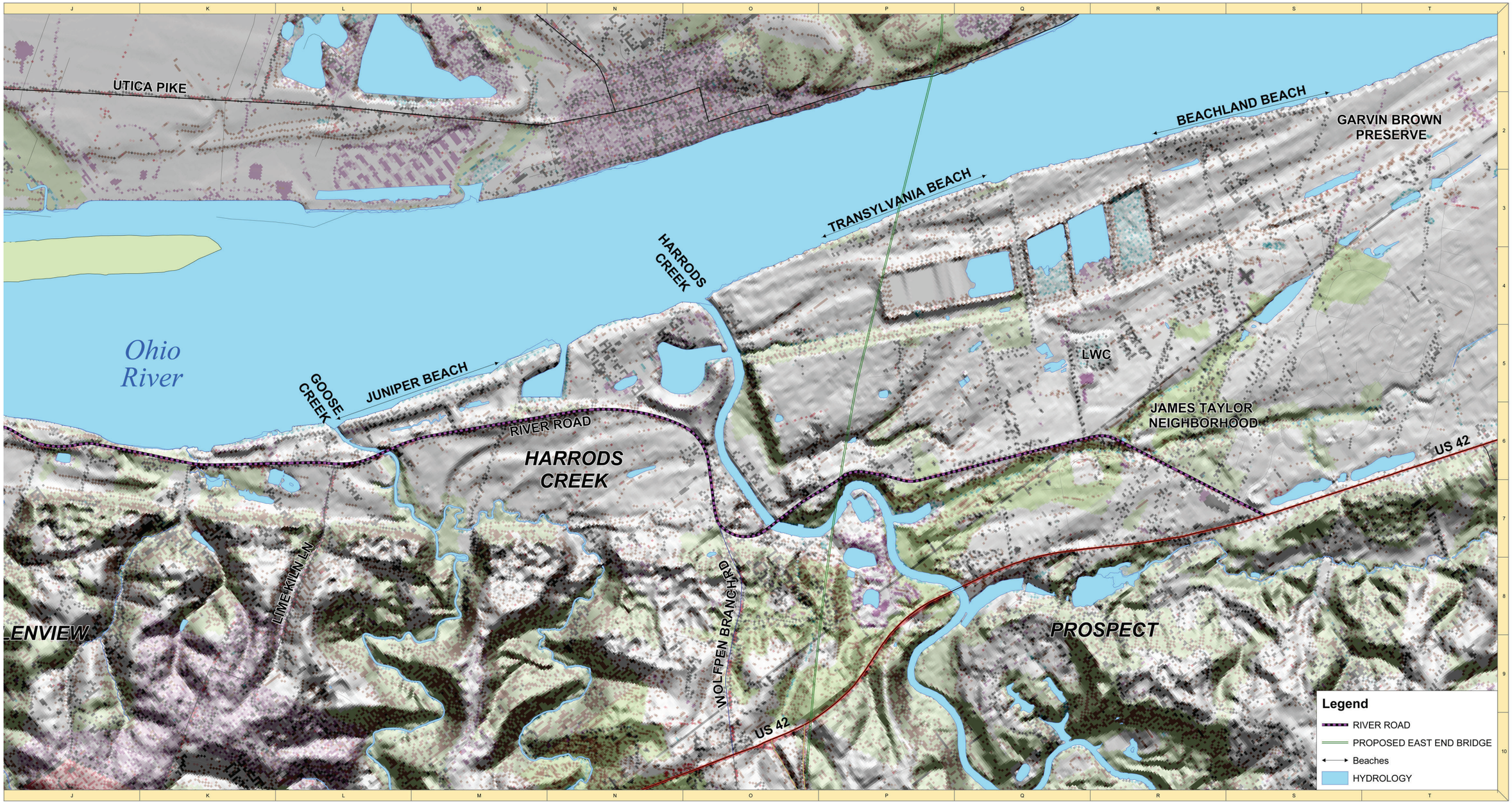
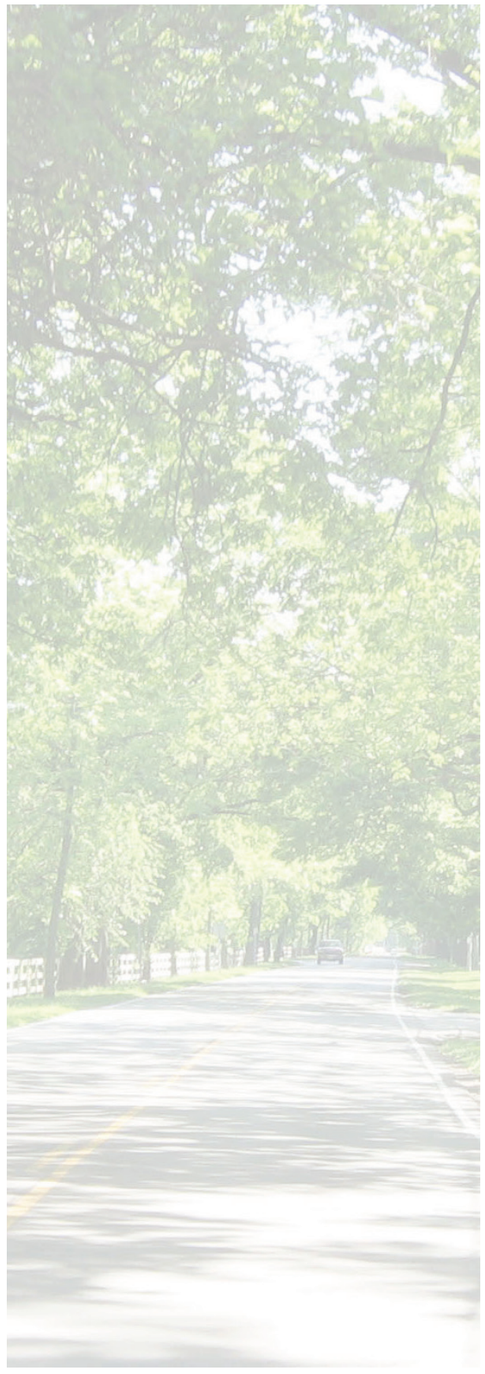


Terrain Map



Historic and Cultural Resources Review and Assessment

The River Road Corridor contains an incredible collection of historic and cultural resources. Property types recognized by the National Register of Historic Places (NRHP) include buildings, structures, objects, sites, and districts. Cultural landscapes and traditional cultural properties also exist within the corridor, but these have yet to be defined and therefore merit further study.

Identification and knowledge of River Road's cultural resources has been advanced through local literature, environmental impact assessments, land use plans, state historic inventories and registers, and local, state, and national historic contexts. Unidentified or undiscovered cultural resources certainly exist and will continue to be revealed. Those that have been inventoried by the Kentucky Heritage Council (KHC) are usually assigned a number such as JF0001 and fall under several categories. Many resources are currently listed in the NRHP either individually or within a district. Other resources are eligible individually or within eligible districts but remain unlisted and require the completion of NRHP nominations. Some have been inventoried, but have not been assigned a KHC number, are not ineligible, or have yet to be assessed for eligibility. Listed and eligible properties are treated equally by the law if federal funding for a project affects them. Otherwise, designation as an NRHP-listed resource is entirely honorary and does not affect privately or locally funded projects.

The many layers of cultural historic resources in the corridor are the result of a long and varied history of land use. The Ohio River floodplains and adjacent bluffs proved attractive to both Native Americans and the earliest European American settlers. Transportation played a particularly important role in the area's history, enabling the populating of the corridor and in turn the transformation of its environment. The dominant theme of the River Road Corridor is therefore transportation. Cultural sub-themes and other areas of significance include agriculture, architecture and landscape architecture, commerce and industry, community, education, environmental conservation and historic preservation, ethnic heritage, recreation, and settlement and migration.

River Road is historically one of the most important transportation arteries of the Louisville area. In the late eighteenth century, many of the earliest pioneers came into the region on Ohio River flatboats. Some continued inland up Harrods Creek and Goose Creek, eventually traveling by foot, horseback or wagon on paths originally created by animal migration. In the early nineteenth century, these paths were widened and often upgraded with wooden planks. By 1819, River Road, then known as the Louisville and Oldham County Road, had been improved to Harrods Creek, with planks continually added to portions of the road during the coming decades. Throughout the 1820s, cargo boats on the Ohio River stopped at Harrods Creek to avoid the falls at Louisville. Goods were unloaded at Harrods Creek to be transported into the city via the Louisville and Oldham County Road or to Middletown via Barbour Lane (a portion of which is now Wolf Pen Branch Road).

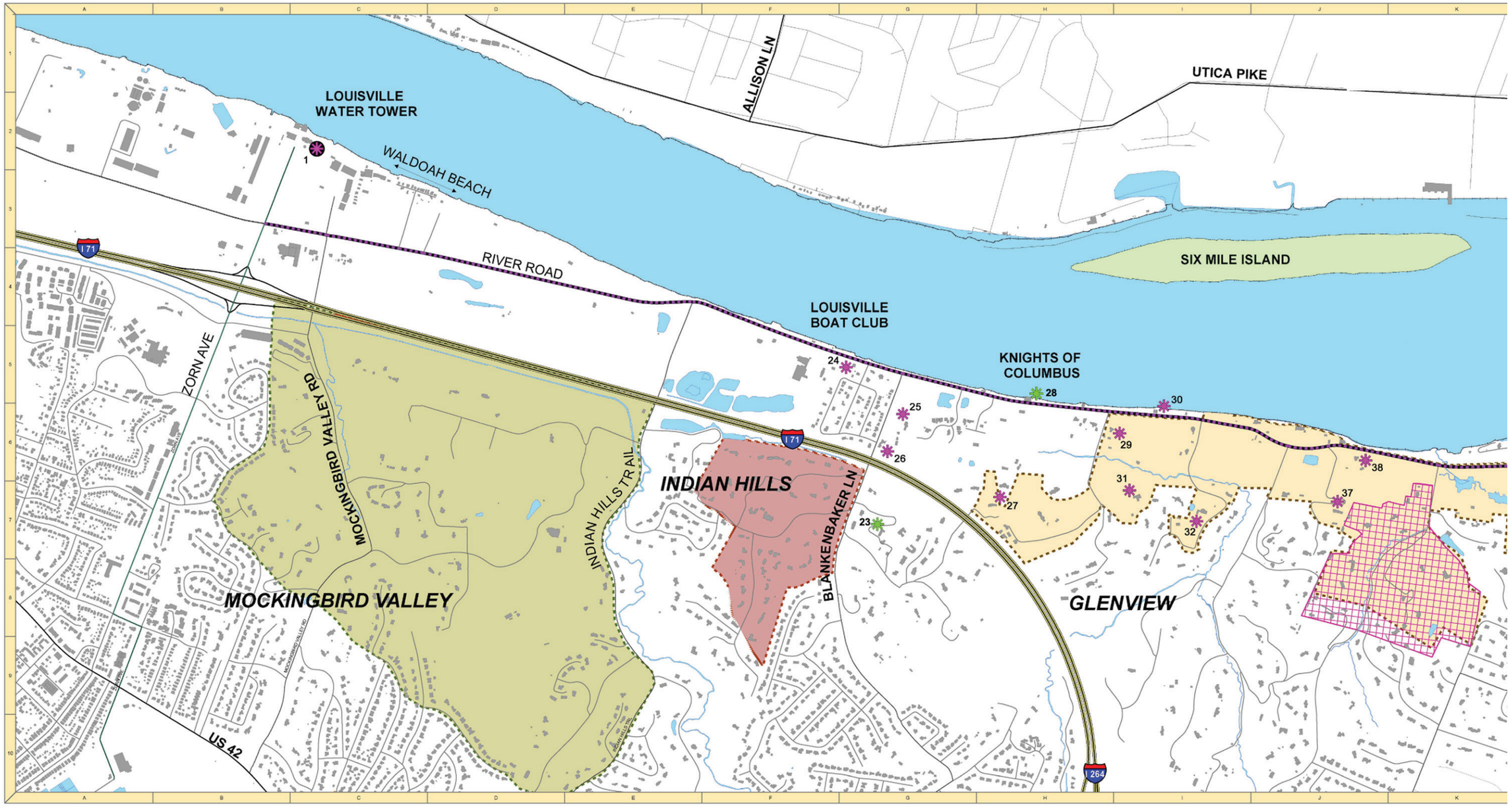
Although the Portland Canal bypassed the port in the 1830s, Harrods Creek continued to serve as a stop-over for people traveling west from Oldham County or south from Utica, Indiana. The NRHP-listed Ashbourne estate (JF570), originally built in the Federal style around 1830, functioned as a center of early industry and commerce at Harrods Creek with a tavern, mill, and distillery. Early farms along the corridor included William Croghan's Locust Grove (NRHP-listed and National Historic Landmark; JF524) and James Smalley Bate's Berry Hill (NRHP-listed; JF552), both located in the adjacent uplands south of River Road.

Throughout the mid-1800's, the River Road corridor continued to attract successful new gentleman farms and plantations. Some of these farms boasted increasingly sophisticated antebellum homes and manor houses such as the Croghan-Blankenbaker House (NRHP-listed, JF458), built circa 1833, and the Chrisler House (JF457), built circa 1850 in the Greek Revival style. Both of these estates were subdivided from larger Locust Grove estate for family members, but in contrast to the original Locust Grove manor house, both homes are located below the bluffline on Ohio River terraces. Antebellum estates in the eastern portion of the corridor include Rosewell, the Barber-Barbour House, (JF452), and Belleview (JF453), both NRHP-listed gentleman farms.

The Louisville Water Company's first pumping and treatment facility was constructed between 1858 and 1860 at the west end of the corridor. The facility's structures exhibit elaborate Classical Revival features which the company's founders hoped would satisfy those who scoffed at the idea of paying for water. Its grounds proved so attractive that it served unofficially as the city's first major park. The Water Company property is listed in the NRHP (JFEG702) and has been dedicated as a National Historic Landmark. The site is still actively used by the Louisville Water Company, which leases the Water Tower to the Louisville Visual Arts Association.

Chrisler House (JF457)

Following the Civil War, transportation continued to be catalyst in the corridor's development. River Road itself had come under private ownership prior to the war and was renamed the Louisville-Westport Turnpike sometime after the war. A stagecoach route operated on the road and the first railway along the corridor—the Louisville, Harrods Creek & Westport Railroad—was organized in 1871 by local landowners. This narrow-gauge line reached Prospect (then called Sand Hill) in 1877; a turntable and livestock pens were reported to have been located here. Due to financial constraints, the line never reached Westport, but it stayed in operation until 1880 at which time it became the Louisville, Cincinnati, & Lexington Line. A year later it was changed to the Louisville



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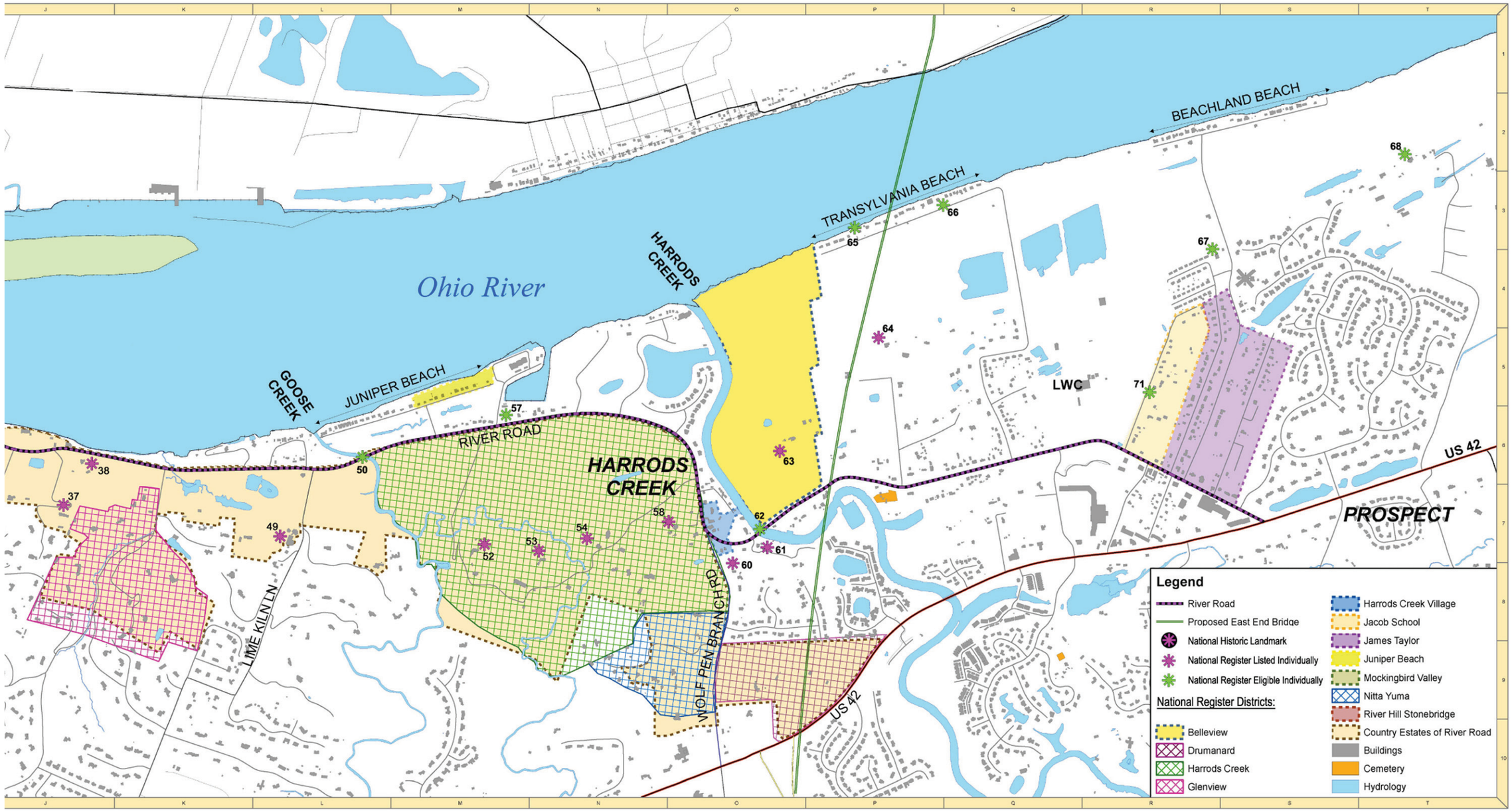
SEE DETAILED LANDSCAPE UNIT MAPS ON PAGE 18-34 FOR ADDITIONAL INFORMATION IN EACH UNIT

River Road Corridor Scenic Byway Management Plan

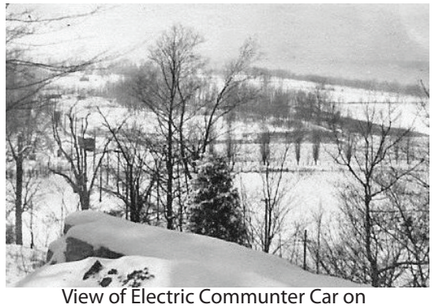


Historic Resources Map

& Nashville (L&N) Line.

Through the late 1800's, rail service brought more development to the River Road corridor. Louisville's business and government leaders, who worked and lived downtown, began to establish summer estates on former farms. Recreational amenities popped up around the estates, and former slave populations, predominantly located in Harrods Creek and Prospect or downtown, served the new estates. With emancipation, African Americans established their own residential enclaves, churches, schools, and recreational venues, including river cabins and docks, such as those found on the land surrounding the historic Merriwether House (NHRP-listed, JF690).

An increase in steamboat and railroad travel effectively closed stagecoach routes (River Road's stagecoach ceased operation in 1897). Subsequently, the maintenance of roadways in general declined which furthered their undesirability. At the turn of the century, farmers and growing numbers of bicycle enthusiasts lobbied for improved roads and main routes throughout the United States were macadamized, a process of paving with crushed stone. At about this time, the Kentucky legislature transferred the management and maintenance of turnpikes including the Louisville-Westport Turnpike (now River Road) to individual counties. In 1890, a new bridge was constructed over Goose Creek and early automobile-era photographs show that the road was paved in the early 1900s.



View of Electric Communter Car on Prospect Line - February 1912 (Brandeis family photos, courtsey of Ron Schooling)

The L&N rail line was acquired by the Louisville & Interurban Railroad Co. (L&I) in 1904. The faster L&I interurban passenger service ran until 1935 and allowed for stops once an hour, making daily commuting viable. In addition to regular passenger service, L&N freight service continued at night until 1929. Excursion trains ran on special occasions, such as for Sunday picnics or trips to the Harrods Creek taverns. Three stations remain from this era: the Glenview Station (JF550), which is currently the Glenview Post Office; the Longview private station, which still stands below the Brandeis House/Ladless Hill (JF532); and the Florida Heights shelter, which still exists below the Chance School.

Historic Interurban Station located at Chance School - Florida Heights

The interurban and the improved roadway advanced the development of social venues, river retreats, and large permanent homes and mansions such as the Bingham Hilliard House (NRHP-listed, JF557), built in 1927, and the Colonial Revival Blankenbaker Station/Pelham (JF658), built in 1916. Affluent residents commissioned the city's most respected architectural firms such as Gray & Wischmeyer, J.J. Gaffney, J.B. Hutchings and Sons, Nevin and Morgan, and Townsend and Fleming to build their homes. Wealthier residents also sought out locally and nationally acclaimed landscape architects to design their estate grounds and gardens, including Arthur W. Cowell, Bryant Fleming, Anne Bruce Haldeman, Mary Louise Speed, Marian Coffin, and the Olmsted firm, which was working steadily on the city's vast park and parkway system conceived in 1892. The historic estates established near River Road during this time comprise a significant architectural and landscape architectural collection from the "Country Place Era". Many of these properties are contained within the Country Estates of River Road Historic District and are thoroughly discussed in the Country Estates NRHP nomination and Historic Preservation Plan.

Rockledge

Corridor development following the country estates tended to be more for middle-income residents in subdivisions like Riviera, planned in 1924. Prior to and during the World Wars, Craftsman style bungalows were favored nationwide, while after the wars, residential builders adopted the Colonial Revival style, which exemplified pride in American heritage. Counter to this national trend however, middle-class recreational subdivisions near the river tended toward the vernacular with only hints of Craftsman and Colonial Revival details. These subdivisions were made up of mostly summer homes and became known as river camps. Prior to the devastating flood of 1937, river camps consisted of mostly wood frame houses, but after the flood they were built with more durable concrete block, illustrated by those inventoried at Eiffler Beach (JF2007-JF2010) and Juniper Beach (JF1997-JF2000).

Earlier structure of the Louisville Boat Club

Formed by ethnic and religious groups, social clubs relocated or formed within the newly emerging River Road communities of the early twentieth century. These clubs established buildings and facilities for meetings, social events, and recreational activities. Clubs still active along the corridor include the Turner Club (NRHP-ineligible), the Knights of Columbus (NRHP-eligible, JF802), the Louisville Country Club (NRHP-eligible, JF519), and the Louisville Boat Club (JF1955, NRHP-ineligible). W. F. Woodruff, grandson of Abraham Blankenbaker, developed

the Knights of Columbus property as Edgewater Gardens, a riverfront nightclub notorious for bootlegging during the years of Prohibition (1919-1933).

Original Goose Creek Bridge

Prior to desegregation, the African American community of Prospect and Harrods Creek matured with the establishment in 1917 of the Jefferson Jacobs School (NRHP-eligible, JF840), a Rosenwald school named for a former slave who became a pillar of the local community. Later, a local African American farmer, James T. Taylor, platted a residential subdivision (NRHP-eligible) around the school in 1922. More than just a developer, Taylor continued to foster community development. The James Taylor community continues to the present, with the Jacobs School still at its center.

By the 1930s, the automobile age had brought wider roads, new bridges, and faster personal travel. Consequently, the interurban line was discontinued, and permanent residences began to outnumber vacation homes along the River Road Corridor. By the 1950s, new middle to high-end subdivisions like Glenview, Harrods Creek, and Prospect were spreading across the remnants of historic farmland. The architectural vocabulary of new homes reflected the mid-century trend towards the ranch style still under the Colonial Revival umbrella. To serve elementary school-aged children in the area, the private Chance School was opened in the 1950's in a building formerly occupied by the Rogers Clark Ballard Memorial School which had been established by S. Thruston Ballard and his wife in 1914. Additional social centers and clubs in the corridor reflected growing diversity and integration. Among them were the Lebanese American Country Club (JF1341, inventoried but not assessed) and the Islamic Cultural Center of Louisville. These, as well as the Jacob School, may represent examples of traditional cultural properties.

Lousiville Islamic Center

The newer residential subdivisions also brought an increase in commercial development, especially in Prospect. New construction within the river camps and older subdivisions also accelerated after the 1997 flood. The development of marinas with associated restaurants and housing significantly increased through the 1990s.

Rapid urban growth after World War II created heightened interest in conservation and preservation both nationally and locally. Attitudes about development shifted from a perspective that it was constant and inevitable to a belief that it should be controlled and limited. Since the 1950s, public and private entities such Metro Parks, the Commonwealth of Kentucky, and River Fields have collaborated to conserve open land and preserve cultural historic resources. As a result, public parks for passive and active recreation dot the corridor's landscape. Louisville Metro Landmarks, KHC, and others initially recognized the value of the oldest estates like Locust Grove, and gradually a wider variety of resources and neighborhoods have received recognition and some protections. Since the 1970s, numerous resources have been proposed for listing on the NRHP. Historic districts officially listed today include Glenview, Harrods Creek, Mockingbird Valley, and the Country Estates of River Road (much of the Harrods Creek and Glenview Districts are contained within the Country Estates District). Additionally, neighborhoods such as Wolf Pen Branch have adopted plans to control development.

As discussed in the following chapter on strategies, the effective management of cultural resources in the River Road corridor will rely on a number of actions, some of which have already been implemented in certain places. Ongoing efforts include inventories for KHC, completion of NRHP nominations, identification of cultural landscapes and traditional cultural properties, identification and protection of archaeological resources, acquisition of more conservation and preservation easements, and development and maintenance of a resource inventory. Further guidance on the protection and treatment of historic resources should also be sought through the Louisville Metro Department of Planning & Design Services (DPDS) which provides opportunities to establish local Neighborhood Plans and Historic Landmarks and Preservation Overlay Districts.

Public interpretation will be particularly important in highlighting the range of River Road's historic and cultural resources. Interpretation will reveal the amazing stories of settlement, growth, and maturation of this incredible American riverfront, which has come to be the embodiment a diverse cultural landscape. Interpretation will also educate people about the corridor's value and encourage ongoing support for efforts to maintain its character.

SEE DETAILED LANDSCAPE UNIT MAPS ON PAGE 18-34 FOR ADDITIONAL INFORMATION IN EACH UNIT